



# Meeting Notes

Date: March 13, 2024

Notes Taken By: VHB Staff

Place: NCDOT CCA Structures Conference Room

Re: U-2509AB Concurrence Point 4B Meeting Minutes

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## Meeting Opening

A Concurrence Point 4B meeting was held on March 13, 2023 at the NCDOT Century Center – Structures Conference Room. This project takes place along the US-74 (Independence Blvd.) Corridor and adjacent roadways, roughly between Sam Newell Road to the East and Sardis Road to the West in Mecklenburg County. The purpose of this meeting was to review the preliminary drainage design plans & elicit feedback from the merger team that could be considered as drainage design moves forward. Meeting presentation (Appendix A) and Preliminary Hydraulics Design Plans (Appendix B) which were reviewed during the meeting have been attached to this document. The following presents a summary of the meeting discussions.

The meeting began with introductions of both virtual & in-person attendees. Thad Duncan then gave a brief overview of the project's history & schedule. At the time the 4B meeting took place, the right of way date was July 31, 2024 and the letting date was July 18, 2028. However, since the meeting the dates have changed and the current right of way date is April 30, 2025 and the current letting date is June 19, 2029.

## CP4B Summary

J.R. Hopson opened the technical portion of the meeting by providing an overview of the natural resources in the general vicinity of the project to the merger team. He then provided a summary of the hydraulic avoidance and minimization efforts as well as stormwater treatment practices for the project. Following the overview, the preliminary drainage design plans were reviewed, sheet by sheet, and the following outlines the discussions held on each sheet:

### Plan Review

#### Plan Sheet 4

- J.R. Hopson identified areas where pavement was being replaced with vegetated conveyance. Susan Locklear asked if vegetated swale criteria was being met. J.R. Hopson replied that in most cases along the project, it was. Susan Locklear then asked that we incorporate a note stating the vegetated swale criteria was being met on the plans. After the 4B meeting, it was determined that the vegetated swale criteria and where it applies will be noted on the SMP, as is standard practice.
- Dave McHenry expressed concern over whether rip rap would be keyed in and if so, how far? He specifically was referencing the jurisdictional stream in the vicinity of -L- Sta. 440+00. Reid Robol showed the pipe outlet channel stabilization detail on this plan sheet to clarify the embedment of rip rap at 1.5'.

#### Plan Sheet 5

- J.R. Hopson detailed the 66" RCP going under both -Y13- and -Y8A- alignments as well as the design process taken to get there. Previously an alternative was explored that had a separate cross pipe under each alignment, but the base ditch required to convey flow between them would have had widespread right of way impacts. Steve Brumagin noted that he appreciated the additional commentary about how the alternative was reached.
- Brian Key noted that design was ongoing in the plan view NW quadrant and that the developer would likely have some responsibility in building the road.
- Brian Key also noted that Sardis Road would be stubbed out beyond its current limits at the intersection of Northeast Parkway.

#### Plan Sheet 6

- Susan Locklear asked VHB to consider outletting roadway drainage into berm ditch to save on pipe & allow more vegetated conveyance. After considering this potential design alternative, it was determined that the current alignment be retained as piping into a berm ditch would not be feasible.

### Plan Sheet 7

- Susan Locklear asked VHB to consider outletting roadway drainage into berm ditch to save on pipe & allow more vegetated conveyance. After considering this potential design alternative, it was determined that the current alignment be retained as piping into a berm ditch would not be feasible.

### Plan Sheet 8

- Jurisdictional feature impacts discussed but no comments from merger team.

### Plan Sheet 9

- No impacted jurisdictional features and no comments from merger team.

### Plan Sheet 10

- No impacted jurisdictional features and no comments from merger team.

### Plan Sheet 11

- Steve Brumagin and Dave McHenry commented that they appreciated the decision to go from a culvert to a bridge. Lauren Triebert noted that the greenway under the bridge was a green sheet commitment for the project which subsequently led to the roadway grade being raised.
- There were concerns about the 60" CMP culvert immediately downstream of the bridge may get blown out. However, the team noted that this culvert is under a private gravel haul road and that anticipated structure velocities approaching the haul road should improve due to the removal of the existing culvert and placement of the bridge structure that will allow the stream floodplain access. This structure is anticipated to fall outside of NCDOT's ROW.

### Plan Sheet 12

- No impacted jurisdictional features and no comments from merger team.

### Plan Sheet 13

- No impacted jurisdictional features and no comments from merger team.

## Meeting Conclusion